



NOTES:

1. THE DIMENSIONS SHOWN CONTROL THE TOE OF THE SLOPES.
2. HORIZONTAL CLEARANCES SHOWN ARE NORMAL TO THE CENTERLINE OF THE TRACK.
USE REDUCED CLEARANCES WHEN REQUIRED BY SPECIAL CONDITIONS AND WITH
APPROVAL OF THE RAILROAD INVOLVED.
3. DETERMINE THE SIZE OF THE CUT DITCH BY A HYDRAULIC ANALYSIS.
4. INCREASE DISTANCE AT INDIVIDUAL STRUCTURE LOCATIONS AS APPROPRIATE TO
PROVIDE FOR UNUSUAL DRAINAGE, OR SNOW STORAGE.
 - a. PIPE THE CUT DITCH OR INCREASE THE DISTANCE TO ACCOMMODATE
A LARGER CHANNEL IF JUSTIFIED BY HYDRAULIC ANALYSIS.
 - b. INCREASE THIS DISTANCE TO PROVIDE SPACE FOR HEAVY OR DRIFTING
SNOW IF JUSTIFIED BY THE RAILROAD.
5. USE A RANGE OF 6" ABOVE THE MINIMUM VERTICAL CLEARANCE SHOWN
EXCEPT WHEN OTHER GEOMETRIC CONSIDERATIONS GOVERN.

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION

RECOMMENDED FOR APPROVAL
CHAIRMAN STANDARDS COMMITTEE
APPROVED
DEPUTY DIRECTOR
DATE
JAN.01.2008
DATE
JAN.01.2008

RAILROAD CLEARANCES
AT HIGHWAY
OVERPASS STRUCTURES

STANDARD DRAWING TITLE

STD DWG
DD 10

REVISIONS

REMARKS